



DIRECTORS GENERAL OF CIVIL AVIATION - EUR/NAT REGIONS

2019 MEETING (EURNAT-DGCA/2019)

(Paris, France, 19 to 20 March 2019)

Agenda Item 5: ICAO Business Plan and EUR/NAT Operating Plans for 2020-2022, including priorities for the ICAO EUR/NAT Regions

- i. Aviation Safety and Air Navigation

EUR/NAT AVIATION SAFETY STATUS AND PROPOSED WAY FORWARD

(Presented by the Secretariat)

SUMMARY

This paper provides information on the status of aviation safety issues in the EUR/NAT Regions, including the major European Regional Aviation Safety Group (RASG-EUR) activities and outcomes, and identifies proposed future actions requiring DGCA attention and support.

1. Introduction

1.1 The first Meeting of the Directors General of Civil Aviation – EUR/NAT Regions was held in Paris on the 5th of May 2017 (EURNAT-DGCA/2017).

1.2 The Meeting recognized the work performed in the region to improve aviation safety and to support the regional implementation of the *ICAO Global Aviation Safety Plan* (GASP) and the associated *Global Aviation Safety Roadmap* (GASR) coordinated through the ICAO European Regional Aviation Safety Group (RASG-EUR) supported by a number of safety contributory groups.

1.3 Following the presentation of key safety priorities the Meeting agreed to provide full support to RASG-EUR activities (EURNAT-DGCA Statement 2017/2), in particular:

- a) confirm the priority safety areas identified by RASG-EUR;
- b) commit to supporting safety-related activities by allocating necessary resources required in the work of RASG-EUR and its contributory bodies;
- c) commit to supporting the implementation of RASG-EUR safety enhancement initiatives (SEI), as required, at the national level; and
- d) agree to sharing their best practices in order to support States in the EUR Region in the implementation of GASP and RASG-EUR priorities and objectives.

2. Discussion

Status of the ICAO Global Aviation Safety Plan (GASP)

2.1 The *Global Aviation Safety Plan* (ICAO Doc 10004) 2017-2019 defined 3 global objectives for 2017 (near-term):

- a) RASGs and other fora as main mechanisms for sharing of safety information;
- b) States with effective implementation (EI) >60% ensure State Safety Program (SSP) implementation; and
- c) All States to achieve 60% EI or better.

2.2 For mid-term (2022) there are two objectives:

- a) RASGs: mature regional monitoring and safety management programmes; and
- b) All States: SSP implementation

2.3 In the ICAO EUR/NAT Regions, multiple mechanisms for sharing safety information have been established starting with RASG-EUR mechanisms. The establishment of the *European Regional Aviation Safety Plan* (EUR-RASP) laid down the foundations for mature regional monitoring and safety management programme implementation.

2.4 The overall level of EI in RASG-EUR States is well above the 60% threshold. However, seven (7) States are still below the target and several of them are subject to prioritized assistance and focus of RASG-EUR activities. ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) results also show that Accident and Incident Investigation (AIG) is the area with the lowest EI and that Technical staff qualifications and training (CE-4) is the top issue affecting States' oversight capabilities in the EUR/NAT regions.

2.5 As for the SSP implementation objective, the 2017 deadline was not met. More realistic deadlines are now being considered in the next version of the GASP (2020-2022) to be reviewed at the upcoming 40th Session of the ICAO Assembly (24 September - 4 October 2019).

The RASG-EUR working model and priorities

2.6 The work of RASG-EUR was focusing on the following 11 safety enhancement initiatives (SEIs) and supporting implementation plans:

- a) SEI related to the implementation of Multi Crew Pilot Licences (MPL);
- b) SEI related to the implementation of Evidence Based Training (EBT);
- c) SEI related to reducing Loss of Control In-flight (LOC-I) accidents;
- d) SEI related to the enhancement of air operators' Standard Operating Procedures (SOPs) for approach and landing;
- e) SEI related to the establishment and operation of Runway Safety Teams (RSTs);
- f) SEI related to the enhancement of air operators' Flight Data Analysis (FDA) programmes;
- g) SEI related to the establishment of FDA Fora in each State;
- h) SEI related to the implementation of ADREP/ECCAIRS compatible taxonomies and databases;
- i) SEI related to the implementation of effective mandatory and voluntary safety occurrence reporting systems;
- j) SEI related to the improvement of safety for helicopter operations (vortex ring prevention and recovery); and

- k) SEI related to the improvement in the area of safety oversight for Air Navigation Services (training of safety oversight personnel in the areas of PANS-OPS and Aeronautical Charts).

2.7 Since the last DGCA meeting, 3 out of the 11 SEIs listed above were completed, namely SEIs indicated in d), f) and g) above.

2.8 The SEI-related activities included development of guidance material, conduct of training activities and workshops and implementation of pilot projects.

2.9 The work of RASG-EUR resulted in publication of 6 RASG-EUR safety advisories promoting the usage of guidance material developed during the implementation of SEIs:

- a) RASG-EUR Safety Advisory 01 on development of Standard Operating Procedures (SOPs);
- b) RASG-EUR Safety Advisory 02 on Flight Data Analysis Programmes (FDAPs);
- c) RASG-EUR Safety Advisory 03 on Regulatory Framework on Occurrence Reporting;
- d) RASG-EUR Safety Advisories 04 and 05 on safety oversight in the area of Flight Data Analysis; and
- e) RASG-EUR Safety Advisory 06 on measures to improve the effectiveness of enhanced ground proximity warning system (EGPWS) / terrain awareness and warning system (TAWS).

2.10 This guidance material is available at the EUR/NAT webpages: <http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx> -> RASG-EUR Safety advisories.

European Regional Aviation Safety Plan (EUR-RASP)

2.11 While further reviewing its working model, the RASG-EUR recognized that a more comprehensive and structured approach for facilitating implementation of the GASP and overall safety improvement in the Region was required. It was acknowledged that the development of the *European Regional Aviation Plan* (EUR-RASP) (covering all 56 EUR States) based on the already existing *European Plan for Aviation Safety* (EPAS) (covering part of the Region) could serve this purpose.

2.12 The Sixtieth Meeting of the European Air Navigation Planning Group (EANPG) combined with the Seventh Meeting of the Regional Aviation Safety Group (RASG-EUR) approved the first version of the EUR RASP (2019-2023). The objective of this document is to create a common focus on regional aviation safety issues as a continuation of the RASG-EUR work to improve aviation safety and compliance with ICAO SARPs. The EUR RASP would be a rolling five-year period document, updated on an annual basis, following the evolution of the *Global Aviation Safety Plan* (GASP) and the *European Plan for Aviation Safety* (EPAS) as well as inputs from the RASG-EUR. The EUR Safety Targets would be an integral part of the EUR RASP. The EUR RASP was developed in partnership with EASA that allowed to avoid duplication and optimise the use of resources.

2.13 Following the adoption of the EUR RASP, the EUR States were called upon to align their aviation safety plans by incorporating the safety actions listed in the EUR RASP and to create a mechanism enabling annual monitoring and reporting on its implementation.

2.14 The current version of EUR RASP is published on the ICAO EUR/NAT webpage at <https://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx> -> EUR RASP.

RASG-EUR Annual Safety Report and status of the regional safety targets

2.15 In order to monitor the implementation of the GASP at the regional level as well as to promote regional safety enhancement activities, the RASG-EUR develops and publishes annual EUR safety

reports¹. This work is carried out in close coordination with EASA, EUROCONTROL, CANSO, IATA, IAC and States. The last report covering the reference period for year 2017 is available at the ICAO EUR/NAT webpage: <http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx> - > RASG-EUR Safety report.

2.16 The priority RASG-EUR safety targets (ST) and metrics address the following matters:

- a) ST1: Improvement of the accident rate in commercial air transport;
- b) ST2: Strengthening of the resources of the Civil Aviation Authorities (CAAs);
- c) ST3: Strengthening of States' systems for licensing, certification, surveillance and resolution of safety concerns;
- d) ST4: Resolution of significant safety concerns (SSC);
- e) ST5: Full implementation of State Safety Programmes (SSP); and
- f) ST6: Launching of independent investigations for aircraft accidents.

2.17 With regard to ST1, steady improvements in the recent years demonstrate the positive effect of efforts taken by the civil aviation community to decrease accident rates. However, preliminary data has shown an increased accident rate for the year 2018.

2.18 ST2 and ST3 were established with the aim to achieve improvements of the regional and national EI. Some improvement was demonstrated for ST2, although it was not significant. For ST3, actual results were slightly below the target. This demonstrates that more efforts are required to ensure substantial improvement in safety oversight capabilities of some States. In many cases this would require support from other States, international and regional organizations.

2.19 ST4 is not met due to one Significant Safety Concern (SSC) existing in the Region. Significant assistance has been provided to Kyrgyzstan to resolve this SSC. The validation of the outcomes with further decision on the SSC is expected in April-May 2019.

2.20 ST5 is not met. RASG-EUR will be looking for more realistic deadlines for the next reference period.

2.21 Data for ST6 has shown a very positive change, with 100% of accidents in the Region being investigated.

2.22 As of 31 December 2018, one deficiency² having a direct impact on safety and requiring immediate corrective actions was identified in the EUR region. This deficiency is related to the provision of airspace safety monitoring data, for which the recommended action by ICAO is for States' CAAs to send the required monitoring data to the RMA (Regional Monitoring Agency) on a regular basis. An additional 34 deficiencies classified as having top priority requirements necessary for air navigation safety were identified.

No Country Left Behind and Technical Assistance Programme

2.23 In the framework of the ICAO NCLB initiative, the ICAO EUR/NAT Regional Office has developed a Regional Capacity Building Programme to be implemented through Technical Assistance projects and close coordination with all international and regional organisations and States.

2.24 Already concluded TA projects have assisted Kazakhstan in resolution of SSC, Azerbaijan in improving the safety oversight capacities and several States in closing Air Navigation deficiencies by

¹ It has to be noted that the North Atlantic Region publishes its own Annual Safety Report, produced and disseminated by the North Atlantic Systems Planning Group (NAT SPG), available for download at:

<http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx> -> NAT Safety Reports

² A deficiency is a situation where a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices (SARPs), and which has a negative impact on safety, regularity and/or efficiency of international civil aviation.

strengthening their safety oversight capabilities in the areas of *Procedures for Air Navigation Services* (PANS-OPS) and Aeronautical Charts

2.25 For the Safety area, the following current projects could be highlighted:

- a) **ICAO EUR NAT RWY Safety 16003 project** aimed to support States for the establishment and development of effective local Runway Safety Teams (RSTs) to improve runway safety.
- b) **ICAO EUR/NAT AZE 16001 project** focused on supporting the State Civil Aviation Agency (SCAA) of Azerbaijan in the coordination of post Corrective Action Plan (CAP) implementation activities and carry out capacity building activities through qualified technical staff, with the objective of achieving an EI above 60%.
- c) **ICAO EUR NAT KGZ 16004 project** offering support to the CAA of the Republic of Kyrgyzstan to build the necessary capacity during the short term period of the Tailored Plan of Action (2017-2018) in order to rectify a SSC.

2.26 Recently, new tailored plans of action were agreed with Ukraine and Uzbekistan to strengthen their safety oversight capacity. Similar projects are under development to assist Tajikistan and Turkmenistan.

2.27 Strong cooperation with other stakeholders, e.g EASA, delivering similar technical assistance activities (e.g. EASA Eastern Partnership/Central Asia project) is ensured to enable optimal utilization of resources and providing quality assistance to States.

Next steps and operating plan for 2020-2022

2.28 The ICAO EUR/NAT 2019-2022 Operating Plan includes the following actions for the Safety area that will be implemented in close coordination with States and all international and regional organisations involved in aviation safety matters in the EUR/NAT Regions:

- a) Support the States in the implementation of safety management responsibilities, including State Safety Program implementation, Safety Management Systems (SMS) implementation by service providers, strengthening safety oversight capabilities and improving mechanisms for serious incidents and accidents investigation;
- b) Develop, and measure progress against, regional Safety priorities through Regional Plans and RASGs;
- c) Support the USOAP CMA at the regional level and assist States in developing tailored plans of action to address risk;
- d) Support the rapid and coordinated response to crises, contingencies and other situations requiring urgent assistance to States and support the effort to achieve the NCLB goals within the Safety objective; and
- e) Support States in addressing operational and emerging risks, in particular assist States in the implementation of policies and provisions to improve in-flight safety performance, improve safety performance at and in the vicinity of aerodromes and facilitate access of Remotely Piloted Aircraft System (RPAS) to non-segregated airspace.

Conclusions

2.29 Based on the foregoing, the following is proposed:

Draft EURNAT-DGCA Decision 2019/1 – EUR/NAT aviation safety activities 2020-2022

That the EURNAT-DGCA:

- a) support the key EUR/NAT aviation safety activities in 2020-2022;
- b) commit to supporting implementation of the EUR RASP and Regional Office work programme;
- c) commit to supporting States in the Region in implementation of EUR RASP; and
- d) support the establishment of the regional monitoring and reporting mechanism on EUR RASP implementation.

3. Action by the Meeting

3.1 The meeting is invited to:

- a) note the information provided; and
- b) amend as necessary and endorse the draft Decision.

— END —